

RESOLUTION No. 30974

A RESOLUTION outlining design alternatives and mitigation measures for the State Route 520 Bridge Replacement and High Occupancy Vehicle Project necessary to be addressed in order to identify a preferred alternative.

Russell Conlin

Law Department

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RESOLUTION 30974

A RESOLUTION outlining design alternatives and mitigation measures for the State Route 520 Bridge Replacement and High Occupancy Vehicle Project necessary to be addressed in order to identify a preferred alternative.

WHEREAS, State Route 520 (SR 520) is a vital east-west transit corridor of regional significance bearing commerce and commuters and connecting such traffic with Interstate 405 (I-405), Interstate 5 (I-5), and other transportation facilities, thereby impacting local, regional, and state economies; and

WHEREAS, SR 520 was built in 1963 and, today, significant portions of the bridge are aging, seismically vulnerable, subject to catastrophic storm events, and require replacement; and

WHEREAS, the Washington State Department of Transportation (WSDOT) has initiated the SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Project (SR 520 Project or Project) to replace and reconstruct the bridges, their approaches, and other parts of the corridor; and

WHEREAS, the goal of the SR 520 Project is to improve cross-Lake Washington travel within the SR 520 corridor between Seattle and the Eastside in a manner that is safe, reliable, and cost-effective; and

WHEREAS, SR 520 significantly impacts Seattle neighborhoods by adding noise, traffic, and air pollution to the Montlake, Roanoke Park/Portage Bay, North Capitol Hill, Madison Park, Eastlake, University District, Laurelhurst, and Ravenna/Bryant neighborhoods as well as to the Washington Park Arboretum, and the SR 520 Project can reduce those impacts if it is designed appropriately; and

WHEREAS, the SR 520 Project should minimize impacts and effects on the surrounding environment and, where possible, improve existing conditions; and

WHEREAS, the SR 520 Project should develop a carbon footprint analysis for project alternatives and take steps to reduce carbon emissions in the corridor, consistent with the City of Seattle's commitment to reduce greenhouse gas emissions and address the threat of global climate change; and

WHEREAS, the SR 520 corridor contains valuable historic resources in Seattle that are listed in or eligible for listing in the National Register of Historic Places and include the Roanoke



1 Park neighborhood, Mason House, Seward School, Montlake neighborhood, Montlake
2 Cut, Montlake Bridge, Washington Park Arboretum, Lake Washington Boulevard, and
the University of Washington Canoe House; and

3 WHEREAS, the vitality, health, and identity of Portage Bay, Union Bay, and the Arboretum are
4 of central significance to the neighborhoods near the water and to the City of Seattle as a
whole; and

5 WHEREAS, SR 520's connectivity with I-5, the University of Washington, Eastside
6 communities, employment centers and other transportation facilities is important to both
Seattle, Eastside and other regional residents and businesses; and

7 WHEREAS, congestion near the intersection of I-5 and SR 520 creates a severe impediment to
8 local and regional mobility; and

9 WHEREAS, the Council outlined its guiding principles for choosing a preferred alternative in
10 Resolution 30777; and

11 WHEREAS, the City of Seattle convened an SR 520 Stakeholders Advisory Committee to
12 evaluate the impacts of the SR 520 Project on local neighborhoods and make
recommendations for improving the Project; and

13 WHEREAS, this resolution outlines a range of priorities and recommendations regarding
14 mitigation and design and does not endorse a specific plan or alternative; and

15 WHEREAS, the Washington State Legislature in ESSB 6099, has determined that the
16 replacement for SR 520 will provide six total lanes, with four general purpose lanes and
two lanes that are for transit and high-occupancy vehicles; and

17 WHEREAS, the City of Seattle welcomes the opportunity to arrive at an optimum replacement
18 strategy for SR 520 through state-sponsored mediation with key stakeholders as approved
by the 2007 State Legislature and the Governor; and

19 WHEREAS, the City of Seattle desires to communicate to WSDOT, the SR 520 Executive
20 Committee, Sound Transit, and the Federal Highway Administration its recommended
21 preferred project design elements, mitigation strategies, and outcomes, and its goals for
22 improving safety and reliability, increasing mobility for people and goods, and enhancing
the livability, health and environment of Seattle's neighborhoods; NOW, THEREFORE,

23 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
24 **MAYOR CONCURRING, THAT:**
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27
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Section 1. The preferred alternative for the SR 520 Project should include and address the design elements and mitigation measures incorporated in this resolution. Transit operations and transit connectivity should have priority in the design, construction and operation of the SR 520 Project, and all feasible steps should be taken to ensure that priority.

Section 2. The City also recommends the following project design elements, mitigation strategies, and results to WSDOT.

A. Design for Transit Connectivity and Reliability.

- 1) Design, construct, and operate the SR 520 Project to provide that bus service on SR 520 directly connects to and a bus stop is located in close proximity to the planned Light Rail Station at Husky Stadium.
- 2) Give priority to design elements that enhance transit. This includes designing the corridor with Bus Rapid Transit elements such as safe, attractive, aesthetically pleasing bus stops and shelters with real-time bus information for riders.
- 3) Work with King County Metro to increase transit availability and to develop routes that maximize cross-lake connectivity.
- 4) Coordinate the design of the SR 520 Project with the Sound Transit light rail station at Husky Stadium to be consistent with the Sound Transit long range plan.
- 5) Work with Sound Transit and King County Metro to optimize the



development of the light rail station at Husky Stadium for ease, speed and
convenience of bus to rail transfers for transit users.

B. Refine Project alternatives to accomplish the following:

- 1) Reduce the number of columns located in the water, particularly for the Union Bay Bridge, to the lowest feasible number.
- 2) Minimize and/or mitigate impacts on the Arboretum and the University of Washington.
- 3) Explore the feasibility and impact of deleting the eastbound HOV ramp from the Pacific Street Interchange design.
- 4) In the Pacific Street Interchange design, narrow the "gaps" between the ramps if this approach provides for advantageous environmental benefits, is feasible from an engineering standpoint and does not yield negative design implications for this interchange.
- 5) Pursue the lowest possible height for the Union Bay Bridge design, while recognizing U.S. Coast Guard concerns.
- 6) Minimize the number of lanes on the Portage Bay Viaduct. A nine-lane design is unacceptable.
- 7) Reduce congestion at the Montlake Bridge to improve north-south mobility between Seattle neighborhoods.



C. Narrow the SR 520 Corridor.

Reduce general purpose lane widths from twelve (12) feet to eleven (11) feet, outside shoulder widths from ten (10) feet to eight (8) feet, and inside shoulder widths from ten (10) feet to four (4) feet.

D. Reduce Noise and Visual Impacts.

- 1) Accept neighborhood recommendations and preferences for sound wall design, height, and installation that are consistent with state policies and procedures.
- 2) Pursue the use of quiet pavement to reduce noise impacts.
- 3) Provide, to the extent possible, that the SR 520 replacement structure does not adversely impact views of the surrounding natural environment.

E. Protect Open Space, Environment, and the Washington Park Arboretum ("Arboretum").

- 1) Provide that, at minimum, there be no net loss of publicly held (City or State owned) parkland and/or other land used by the public as a result of the SR 520 Project.
- 2) Extend lids over SR 520 at North Capitol Hill and Montlake to the maximum lengths possible and match existing topography, landscape, and vegetation.
- 3) Restore and/or replace all wetlands removed or destroyed as a result of construction.
- 4) In coordination with the Seattle Department of Transportation (SDOT),



implement traffic calming and traffic-reduction strategies on Lake Washington Boulevard through the Arboretum.

- 5) Analyze and determine potential environmental benefits to the Arboretum of using time-of-use access to (e.g. closure/partial closure on weekends) or tolling of the Lake Washington Boulevard Ramps and/or Lake Washington Boulevard through the Arboretum.
- 6) Consider funding for the Arboretum's Master Plan as a mitigation strategy for the Arboretum.
- 7) Enhance the planned McCurdy Park stormwater treatment pond so that it can be used as a visual amenity and for educational use.
- 8) Create a continuous greenbelt linking the lid at Montlake to the Arboretum.
- 9) Replace, to the extent possible, Arboretum properties acquired for the SR 520 Project with land either contiguous to the existing Arboretum or within the immediate vicinity of the Arboretum.
- 10) If the Museum of History and Industry building is removed, replace the office space and other spaces lost by the Department of Parks and Recreation and the Arboretum Foundation.
- 11) Optimize the location of an interchange to reduce environmental and visual impacts while maintaining traffic flow.
- 12) Optimize the location of columns to accommodate recreational and

commercial water traffic and navigation.

F. Promote Bike and Pedestrian Access.

- 1) Provide adequate bike and pedestrian access to local neighborhoods across Lake Washington along the SR 520 corridor, and to the Burke-Gilman Trail.
- 2) Extend the pedestrian/bike path west along SR 520 to Montlake Boulevard if a bridge over Union Bay will be built to maintain a 110 foot clearance. If the clearance of a Union Bay Bridge is lowered to 70 feet, work with SDOT to determine whether the Union Bay Bridge or the connection to Montlake Boulevard is the better route for a pedestrian/bike connection.
- 3) Coordinate with SDOT to develop a pedestrian/bike path connection from the Madison Park area to SR520, and explore additional alternatives to the 37th Avenue E. and 43rd Avenue E. options, including alternatives that improve bicycle and pedestrian safety and mobility on Lake Washington Boulevard and through the Arboretum.

G. Incorporate Design Excellence and Aesthetic Quality.

- 1) Implement Local Impact Committee design recommendations regarding the proposed North Capitol Hill lid and the area around its location.
- 2) Implement the Project Design Advisory Group's "Corridor Aesthetic Handbook" design guidelines.
- 3) Design the roadway and interchanges to integrate visually and

operationally with surface streets and sidewalks.

4) Incorporate excellence in design by adopting, at a minimum, the following recommendations from the Seattle Design Commission:

- a) Develop edge treatments and opportunities for landscape and art to enhance and visually buffer the roadway;
- b) Encourage simplicity, boldness, and elegance in the overall bridge design and the detailing of bridge structures;
- c) Consider the aesthetic impact of the visual profile from both above and below the SR 520 structure; and
- d) Encourage design innovation by recognizing that the project is a 50- to 100-year investment.

H. Address Concerns of the University of Washington.

Work with the University of Washington on a mitigation plan to address construction impacts and to design the project to enhance the university campus.

I. Protect Access for Freight.

Provide for adequate freight turning radii and minimize grades to maximize freight mobility.

J. Give Priority to Interagency Cooperation and Coordination

- 1) WSDOT, SDOT, Metro Transit, and Sound Transit must work together to



design, construct and operate their projects and systems to maximize transit connectivity.

2) The City of Seattle strongly recommends that high priority be given to interagency design meetings.

Section 3. The City recommends that the conversion of HOV/rapid transit lanes to general purpose lanes be prohibited on SR 520. WSDOT should coordinate with the City, SDOT, and with other municipal jurisdictions to develop policies that prevent future conversion.

Section 4. The City requests that WSDOT continue to work in coordination with SDOT, other City departments, and local communities to identify, minimize and mitigate impacts of the Project on Seattle's neighborhoods and to develop and implement comprehensive transportation planning for the directly impacted neighborhoods. The City is interested in the long-term livability of our neighborhoods. The City requests WSDOT to work with SDOT to implement measures to:

- 1) Reduce cut-through traffic in residential neighborhoods;
- 2) Improve traffic circulation, particularly in proximity to business districts and major institutions;
- 3) Develop a "construction impacts plan" to minimize construction impacts and maintain livability throughout the construction period;
- 4) Maintain landscaping associated with the Project;



- 5) Fund graffiti removal on soundwalls and cleaning of clear soundwalls if utilized;
- 6) Reduce traffic through the Arboretum;
- 7) Maintain access to the University of Washington Medical Center during construction;
- 8) Minimize removal of existing parking on residential arterials;
- 9) Avoid residential property acquisition.
- 10) Improve transit including exploring the feasibility of reserved transit/HOV lanes on Montlake Boulevard NE, 23rd Avenue, 25th Ave NE and Sand Point Way NE.

Section 5. The City requests that WSDOT work in coordination with Seattle and other north end municipalities, including Bothell, Lake Forest Park, and Kenmore, to analyze the impacts of using tolling for the SR 520 Project on traffic on State Route 522, and to assess whether improvements will be needed to mitigate traffic impacts on State Route 522 in the affected cities.

Section 6. A. As proposed by the Expert Review Panel convened by the Governor pursuant to the request of the state legislature, the City recommends that a financial plan be developed as rapidly as possible for the SR 520 Project that includes: 1) adequate funding to mitigate the impacts to the local neighborhoods, the University of Washington, the Arboretum

1 and the City of Seattle; 2) funding for the costs associated with ensuring design excellence for
2 SR 520 as outlined in Section 2; 3) analysis of the future operation and maintenance costs
3 associated with possible design modifications and mitigation, such as clear sound walls or quiet
4 pavement; and 4) consideration of early implementation of tolls for crossing Lake Washington
5 along the SR 520 corridor and review and exploration of regional and "time of day" tolling and
6 congestion pricing strategies as potential demand management tools for the SR 520 Project.
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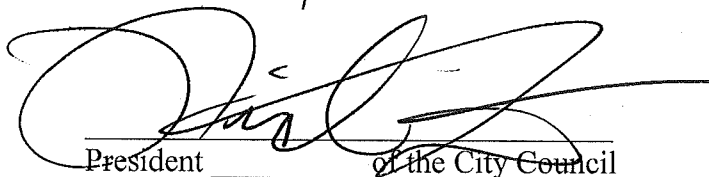
8 B. As also recommended by the Expert Review Panel, there should be no further delay in
9 moving forward expeditiously with the planning and design for the SR 520 Project. Successful
10 completion of the SR 520 Project is critical to regional mobility. Actions that do not require
11 waiting for the completion of the final design should be moved forward in parallel with design
12 and planning. Such actions could include, among others, planning for and implementing
13 mitigation measures to maintain traffic flow during construction and to minimize impacts on
14 neighborhood streets; coordinating with the planning process for Sound Transit's North Link
15 Project; planning and implementing actions to improve transit operations in and accessibility to
16 the SR 520 corridor; and preparations for construction of new pontoons.
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19 Section 7. The City requests that WSDOT continue to work in coordination with SDOT
20 and other applicable City departments to examine and implement the aforementioned
21 recommendations and mitigations. The City encourages WSDOT to provide timely and frequent
22 opportunities for citizens, neighborhood organizations, the University of Washington, the City,
23 and regional agencies to constructively and collaboratively participate in the design process and
24 in construction planning, and to continue to actively work toward reaching broad consensus on
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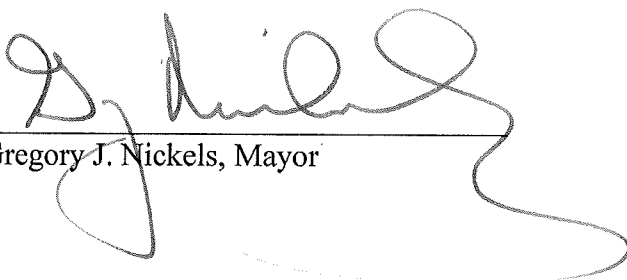
all aspects of the SR 520 Project.

Adopted by the City Council the 23rd day of April, 2007, and signed by me in open session in authentication of its adoption this 23rd day of April, 2007.




President of the City Council

THE MAYOR CONCURRING:



Gregory J. Nickels, Mayor

Filed by me this 2 day of May, 2007.



City Clerk

(Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Legislative	Mike Fong/5-1675	N/A

Legislation Title: A RESOLUTION outlining design alternatives and mitigation measures for the State Route 520 Bridge Replacement and High Occupancy Vehicle Project necessary to be addressed in order to identify a preferred alternative.

• **Summary of the Legislation:**

The legislation expresses the City of Seattle's preferred project design elements and mitigation strategies for the Washington State Department of Transportation's SR 520 Bridge Replacement and High Occupancy Vehicle Project. The legislation requests that various actions be taken by WSDOT in order to refine project alternatives to better meet the City's various goals for the corridor and its surrounding neighborhoods.

- **Background:** *(Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):*

WHEREAS, State Route 520 (SR 520) is a vital east-west transit corridor of regional significance bearing commerce and commuters and connecting such traffic with Interstate 405 (I-405), Interstate 5 (I-5), and other transportation facilities, thereby impacting local, regional and state economies; and

WHEREAS, SR 520 was built in 1963 and, today, significant portions of the bridge are aging and seismically vulnerable, and require replacement; and

WHEREAS, the Washington State Department of Transportation (WSDOT) has initiated the SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Project (SR 520 Project or Project) to replace and reconstruct the bridges, their approaches, and other parts of the transit corridor; and

WHEREAS, the goal of the SR 520 Project is to improve cross-Lake Washington travel within the SR 520 corridor between Seattle and the Eastside in a manner that is safe, reliable, and cost-effective; and

WHEREAS, SR 520 significantly impacts Seattle neighborhoods by adding noise, traffic, and air pollution to the Montlake, Roanoke Park/Portage Bay, North Capitol Hill, Madison Park, Eastlake, University District, Laurelhurst, and Ravenna/Bryant

neighborhoods as well as to the Washington Park Arboretum, and the SR 520 Project can reduce those impacts if it is designed appropriately; and

WHEREAS, the SR 520 Project should minimize impacts and effects on the surrounding environment and, where possible, improve existing conditions; and

WHEREAS, the SR 520 corridor contains valuable historic resources in Seattle that are listed in or eligible for listing in the National Register of Historic Places and include the Roanoke Park neighborhood, Mason House, Montlake neighborhood, Montlake Cut, Montlake Bridge, Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Canoe House; and

WHEREAS, the vitality, health, and identity of Portage Bay, Union Bay, and the Arboretum are of central significance to the neighborhoods near the water and to the City of Seattle as a whole; and

WHEREAS, SR 520's connectivity with I-5, the University of Washington, Eastside communities, employment centers and other transportation facilities is important to both Seattle and Eastside and other regional residents and businesses; and

WHEREAS, congestion near the intersection of I-5 and SR 520 creates a severe impediment to local and regional, mobility; and

WHEREAS, the Council outlined its guiding principles for choosing a preferred alternative in Resolution 30777; and

WHEREAS, the City of Seattle convened an SR 520 Stakeholders Advisory Committee to evaluate the impacts of the SR 520 Project on local neighborhoods and make recommendations for improving the Project.

- *Please check one of the following:*

X **This legislation does not have any financial implications.** *(Stop here and delete the remainder of this document prior to saving and printing.)*

RESOLUTION 30974

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2 communities, employment centers and other transportation facilities is important to both
3 Seattle, Eastside and other regional residents and businesses; and

4 WHEREAS, congestion near the intersection of I-5 and SR 520 creates a severe impediment to
5 local and regional mobility; and

6 WHEREAS, the Council outlined its guiding principles for choosing a preferred alternative in
7 Resolution 30777; and

8 WHEREAS, the City of Seattle convened an SR 520 Stakeholders Advisory Committee to
9 evaluate the impacts of the SR 520 Project on local neighborhoods and make
10 recommendations for improving the Project; and

11 WHEREAS, the City of Seattle desires to communicate to WSDOT, the SR 520 Executive
12 Committee, Sound Transit, and the Federal Highway Administration its recommended
13 preferred project design elements, mitigation strategies, and outcomes, and its goals for
14 improving safety and reliability, increasing mobility for people and goods, and enhancing
15 the livability, health and environment of Seattle's neighborhoods;

16 NOW, THEREFORE,

17 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
18 **MAYOR CONCURRING, THAT:**

19 Section 1. The preferred alternative for the SR 520 Project should include and address
20 the design elements and mitigation measures incorporated in this resolution. Transit operations
21 and transit connectivity should have priority in the design, construction and operation of the SR
22 520 Project, and all feasible steps should be taken to ensure that priority.

23 Section 2. The City also recommends the following project design elements, mitigation
24 strategies, and results to WSDOT.

25 A. Design for Transit Connectivity and Reliability.

- 26 1) Design, construct, and operate the SR 520 Project to provide that bus
27 service on SR 520 directly connects to and a bus stop is located in close



proximity to the planned Light Rail Station at Husky Stadium.

- 2) Give priority to design elements that enhance transit. This includes designing the corridor with Bus Rapid Transit elements such as safe, attractive, aesthetically pleasing bus stops and shelters with real-time bus information for riders.
- 3) Work with King County Metro to increase transit availability and to develop routes that maximize cross-lake connectivity.
- 4) Coordinate the design of the SR 520 Project with the Sound Transit light rail station at Husky Stadium to be consistent with the Sound Transit long range plan.
- 5) Work with Sound Transit and King County Metro to optimize the development of the light rail station at Husky Stadium for ease, speed and convenience of bus to rail transfers for transit users.

B. Refine Project alternatives to accomplish the following:

- 1) Reduce the number of columns located in the water, particularly for the Union Bay Bridge, to the lowest feasible number.
- 2) Minimize and/or mitigate impacts on the Arboretum and the University of Washington.
- 3) Explore the feasibility and impact of deleting the eastbound HOV ramp from the Pacific Street Interchange design.

4) In the Pacific Street Interchange design, narrow the "gaps" between the ramps if this approach provides for advantageous environmental benefits, is feasible from an engineering standpoint and does not yield negative design implications for this interchange.

5) Pursue the lowest possible height for the Union Bay Bridge design, while recognizing U.S. Coast Guard concerns.

6) Minimize the number of lanes on the Portage Bay Viaduct. A nine-lane design is unacceptable.

7) Reduce congestion at the Montlake Bridge to improve north-south mobility between Seattle neighborhoods.

C. Narrow the SR 520 Corridor.

Reduce general purpose lane widths from twelve (12) feet to eleven (11) feet, outside shoulder widths from ten (10) feet to eight (8) feet, and inside shoulder widths from ten (10) feet to four (4) feet.

D. Reduce Noise and Visual Impacts.

1) Accept neighborhood recommendations and preferences for sound wall design, height, and installation that are consistent with state policies and procedures.

2) Pursue the use of quiet pavement to reduce noise impacts.

3) Provide, to the extent possible, that the SR 520 replacement structure does not adversely impact views of the surrounding natural environment.

E. Protect Open Space, Environment, and the Washington Park Arboretum ("Arboretum").

- 1) Provide that, at minimum, there be no net loss of publicly held (City or State owned) parkland and/or other land used by the public as a result of the SR 520 Project.
- 2) Extend lids over SR 520 at North Capitol Hill and Montlake to the maximum lengths possible and match existing topography, landscape, and vegetation.
- 3) Restore and/or replace all wetlands removed or destroyed as a result of construction.
- 4) In coordination with the Seattle Department of Transportation (SDOT), implement traffic calming and/or traffic-reduction strategies on Lake Washington Boulevard through the Arboretum.
- 5) Analyze and determine potential environmental benefits to the Arboretum of using time-of-use access to (e.g. closure/partial closure on weekends) or tolling of the Lake Washington Boulevard Ramps and/or Lake Washington Boulevard through the Arboretum.
- 6) Consider funding for the Arboretum's Master Plan as a mitigation strategy for the Arboretum.
- 7) Enhance the planned McCurdy Park stormwater treatment pond so that it can be used as a visual amenity and for educational use.

- 8) Create a continuous greenbelt linking the lid at Montlake to the Arboretum.
- 9) Replace, to the extent possible, Arboretum properties acquired for the SR 520 Project with land either contiguous to the existing Arboretum or within the immediate vicinity of the Arboretum.
- 10) If the Museum of History and Industry building is removed, replace the office space and other spaces lost by the Department of Parks and Recreation and the Arboretum Foundation. \
- 11) If Fire Station 22 is removed for the Project, work with the City to identify a workable replacement site.
- 12) Optimize the location of an interchange to reduce environmental and visual impacts while maintaining traffic flow.
- 13) Optimize the location of columns to accommodate recreational and commercial water traffic and navigation.

F. Promote Bike and Pedestrian Access.

- 1) Provide adequate bike and pedestrian access to local neighborhoods and across Lake Washington along the SR 520 corridor.
- 2) Extend the pedestrian/bike path west along SR 520 to Montlake Boulevard if a bridge over Union Bay will be built to maintain a 110 foot clearance. If the clearance of a Union Bay Bridge is lowered to 70 feet, work with SDOT to determine whether the Union Bay Bridge or the connection to Montlake Boulevard is the better route for a pedestrian/bike connection.

- 1 3) Coordinate with SDOT to develop a pedestrian/bike path connection from
2 the Madison Park area to SR520, and explore additional alternatives to the
3 37th Avenue E. and 43rd Avenue E. options, including alternatives that
4 improve bicycle and pedestrian safety and mobility on Lake Washington
5 Boulevard and through the Arboretum.
6

7 G. Incorporate Design Excellence and Aesthetic Quality.

- 8 1) Implement Local Impact Committee design recommendations regarding
9 the proposed North Capitol Hill lid and the area around its location.
10 2) Implement the Project Design Advisory Group's "Corridor Aesthetic
11 Handbook" design guidelines.
12 3) Design the roadway and interchanges to integrate visually and
13 operationally with surface streets and sidewalks.
14 4) Incorporate excellence in design by adopting, at a minimum, the following
15 recommendations from the Seattle Design Commission:
16 a) Develop edge treatments and opportunities for landscape and art to
17 enhance and visually buffer the roadway;
18 b) Encourage simplicity, boldness, and elegance in the overall bridge
19 design and the detailing of bridge structures;
20 c) Consider the aesthetic impact of the visual profile from
21 both above and below the SR 520 structure; and
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- d) Encourage design innovation by recognizing that the project is a
50- to 100-year investment.

H. Address Concerns of the University of Washington.

Work with the University of Washington on a mitigation plan to address
construction impacts and to design the project to enhance the university campus.

I. Protect Access for Freight.

Provide for adequate freight turning radii and minimize grades to maximize
freight mobility.

J. Give Priority to Interagency Cooperation and Coordination

- 1) WSDOT, SDOT, Metro Transit, and Sound Transit must work together to
design, construct and operate their projects and systems to maximize
transit connectivity.
- 2) The City of Seattle strongly recommends that high priority be given to
interagency design meetings.

Section 3. The City recommends that the conversion of HOV/rapid transit lanes to
general purpose lanes be prohibited on SR 520. WSDOT should coordinate with the City,
SDOT, and with other municipal jurisdictions to develop policies that prevent future conversion.

Section 4. The City requests that WSDOT continue to work in coordination with SDOT,
other City departments, and local communities to identify, minimize and mitigate impacts of the

Project on Seattle's neighborhoods and to develop and implement comprehensive transportation planning for the directly impacted neighborhoods. The City is interested in the long-term livability of our neighborhoods. The City requests WSDOT to work with SDOT to implement measures to:

- 1) Reduce cut-through traffic in residential neighborhoods;
- 2) Improve traffic circulation, particularly in proximity to business districts and major institutions;
- 3) Develop a "construction impacts plan" to minimize construction impacts and maintain livability throughout the construction period;
- 4) Maintain landscaping associated with the Project;
- 5) Fund graffiti removal on soundwalls and cleaning of clear soundwalls if utilized;
- 6) Minimize traffic through the Arboretum;
- 7) Maintain access to the University of Washington Medical Center during construction;
- 8) Minimize removal of existing parking on residential arterials;
- 9) Avoid residential property acquisition.

Section 5. The City requests that WSDOT work in coordination with Seattle and other north end municipalities, including Bothell, Lake Forest Park, and Kenmore, to analyze the



1 impacts of using tolling for the SR 520 Project on traffic on State Route 522, and to assess
2 whether improvements will be needed to mitigate traffic impacts on State Route 522 in the
3 affected cities.

4 Section 6. A. As proposed by the Expert Review Panel convened by the
5 Governor pursuant to the request of the state legislature, the City recommends that a financial
6 plan be developed as rapidly as possible for the SR 520 Project that includes: 1) adequate
7 funding to mitigate the impacts to the local neighborhoods, the University of Washington, the
8 Arboretum and the City of Seattle; 2) funding for the costs associated with ensuring design
9 excellence for SR 520 as outlined in Section 2; 3) analysis of the future operation and
10 maintenance costs associated with possible design modifications and mitigation, such as clear
11 sound walls or quiet pavement; and 4) consideration of early implementation of tolls for crossing
12 Lake Washington along the SR 520 corridor and review and exploration of regional and "time of
13 day" tolling and congestion pricing strategies as potential demand management tools for the SR
14 520 Project.

15 B. As also recommended by the Expert Review Panel, there should be
16 no further delay in moving forward expeditiously with the planning and design for the SR 520
17 Project. Successful completion of the SR 520 Project is critical to regional mobility. Actions that
18 do not require waiting for the completion of the final design should be moved forward in parallel
19 with design and planning. Such actions could include, among others, planning for and
20 implementing mitigation measures to maintain traffic flow during construction and to minimize
21 impacts on neighborhood streets; coordinating with the planning process for Sound Transit's

1 North Link Project; planning and implementing actions to improve transit operations in and
2 accessibility to the SR 520 corridor; and preparations for construction of new pontoons.

3 Section 7. The City requests that WSDOT continue to work in coordination with SDOT
4 and other applicable City departments to examine and implement the aforementioned
5 recommendations and mitigations. The City encourages WSDOT to provide timely and frequent
6 opportunities for citizens, neighborhood organizations, the University of Washington, the City,
7 and regional agencies to constructively and collaboratively participate in the design process and
8 in construction planning, and to continue to actively work toward reaching broad consensus on
9 all aspects of the SR 520 Project.
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13 Adopted by the City Council the ____ day of _____, 2007, and signed by me in open
14 session in authentication of its adoption this ____ day of _____, 2007.
15
16

17 _____
18 President _____ of the City Council

19 THE MAYOR CONCURRING:
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22 _____
23 Gregory J. Nickels, Mayor
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Filed by me this _____ day of _____, 2007.

City Clerk

(Seal)



RESOLUTION 30974

A RESOLUTION outlining design alternatives and mitigation measures for the State Route 520 Bridge Replacement and High Occupancy Vehicle Project necessary to be addressed in order to identify a preferred alternative.

WHEREAS, State Route 520 (SR 520) is a vital east-west transit corridor of regional significance bearing commerce and commuters and connecting such traffic with Interstate 405 (I-405), Interstate 5 (I-5), and other transportation facilities, thereby impacting local, regional, and state economies; and

WHEREAS, SR 520 was built in 1963 and, today, significant portions of the bridge are aging, seismically vulnerable, subject to catastrophic storm events, and require replacement; and

WHEREAS, the Washington State Department of Transportation (WSDOT) has initiated the SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Project (SR 520 Project or Project) to replace and reconstruct the bridges, their approaches, and other parts of the corridor; and

WHEREAS, the goal of the SR 520 Project is to improve cross-Lake Washington travel within the SR 520 corridor between Seattle and the Eastside in a manner that is safe, reliable, and cost-effective; and

WHEREAS, SR 520 significantly impacts Seattle neighborhoods by adding noise, traffic, and air pollution to the Montlake, Roanoke Park/Portage Bay, North Capitol Hill, Madison Park, Eastlake, University District, Laurelhurst, and Ravenna/Bryant neighborhoods as well as to the Washington Park Arboretum, and the SR 520 Project can reduce those impacts if it is designed appropriately; and

WHEREAS, the SR 520 Project should minimize impacts and effects on the surrounding environment and, where possible, improve existing conditions; and

WHEREAS, the SR 520 Project should develop a carbon footprint analysis for project alternatives and take steps to reduce carbon emissions in the corridor, consistent with the City of Seattle's commitment to reduce greenhouse gas emissions and address the threat of global climate change; and

WHEREAS, the SR 520 corridor contains valuable historic resources in Seattle that are listed in or eligible for listing in the National Register of Historic Places and include the Roanoke

1 Park neighborhood, Mason House, Montlake neighborhood, Montlake Cut, Montlake
2 Bridge, Washington Park Arboretum, Lake Washington Boulevard, and the University of
Washington Canoe House; and

3 WHEREAS, the vitality, health, and identity of Portage Bay, Union Bay, and the Arboretum are
4 of central significance to the neighborhoods near the water and to the City of Seattle as a
whole; and

5 WHEREAS, SR 520's connectivity with I-5, the University of Washington, Eastside
6 communities, employment centers and other transportation facilities is important to both
Seattle, Eastside and other regional residents and businesses; and

7 WHEREAS, congestion near the intersection of I-5 and SR 520 creates a severe impediment to
8 local and regional mobility; and

9 WHEREAS, the Council outlined its guiding principles for choosing a preferred alternative in
10 Resolution 30777; and

11 WHEREAS, the City of Seattle convened an SR 520 Stakeholders Advisory Committee to
12 evaluate the impacts of the SR 520 Project on local neighborhoods and make
recommendations for improving the Project; and

13 WHEREAS, this resolution outlines a range of priorities and recommendations regarding
14 mitigation and design and does not endorse a specific plan or alternative; and

15 WHEREAS, the Washington State Legislature in ESSB 6099, has determined that the
16 replacement for SR 520 will provide six total lanes, with four general purpose lanes and
two lanes that are for transit and high-occupancy vehicles; and

17 WHEREAS, the City of Seattle welcomes the opportunity to arrive at an optimum replacement
18 strategy for SR 520 through state-sponsored mediation with key stakeholders as approved
by the 2007 State Legislature and the Governor; and

19 WHEREAS, the City of Seattle desires to communicate to WSDOT, the SR 520 Executive
20 Committee, Sound Transit, and the Federal Highway Administration its recommended
21 preferred project design elements, mitigation strategies, and outcomes, and its goals for
22 improving safety and reliability, increasing mobility for people and goods, and enhancing
the livability, health and environment of Seattle's neighborhoods; NOW, THEREFORE,

23 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
24 **MAYOR CONCURRING, THAT:**
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1 Section 1. The preferred alternative for the SR 520 Project should include and address
2 the design elements and mitigation measures incorporated in this resolution. Transit operations
3 and transit connectivity should have priority in the design, construction and operation of the SR
4 520 Project, and all feasible steps should be taken to ensure that priority.

5 Section 2. The City also recommends the following project design elements, mitigation
6 strategies, and results to WSDOT.
7

8 A. Design for Transit Connectivity and Reliability.

- 9
- 10 1) Design, construct, and operate the SR 520 Project to provide that bus
11 service on SR 520 directly connects to and a bus stop is located in close
12 proximity to the planned Light Rail Station at Husky Stadium.
 - 13 2) Give priority to design elements that enhance transit. This includes
14 designing the corridor with Bus Rapid Transit elements such as safe,
15 attractive, aesthetically pleasing bus stops and shelters with real-time bus
16 information for riders.
 - 17 3) Work with King County Metro to increase transit availability and to
18 develop routes that maximize cross-lake connectivity.
 - 19 4) Coordinate the design of the SR 520 Project with the Sound Transit light
20 rail station at Husky Stadium to be consistent with the Sound Transit long
21 range plan.
 - 22 5) Work with Sound Transit and King County Metro to optimize the
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development of the light rail station at Husky Stadium for ease, speed and convenience of bus to rail transfers for transit users.

B. Refine Project alternatives to accomplish the following:

- 1) Reduce the number of columns located in the water, particularly for the Union Bay Bridge, to the lowest feasible number.
- 2) Minimize and/or mitigate impacts on the Arboretum and the University of Washington.
- 3) Explore the feasibility and impact of deleting the eastbound HOV ramp from the Pacific Street Interchange design.
- 4) In the Pacific Street Interchange design, narrow the "gaps" between the ramps if this approach provides for advantageous environmental benefits, is feasible from an engineering standpoint and does not yield negative design implications for this interchange.
- 5) Pursue the lowest possible height for the Union Bay Bridge design, while recognizing U.S. Coast Guard concerns.
- 6) Minimize the number of lanes on the Portage Bay Viaduct. A nine-lane design is unacceptable.
- 7) Reduce congestion at the Montlake Bridge to improve north-south mobility between Seattle neighborhoods.

C. Narrow the SR 520 Corridor.

Reduce general purpose lane widths from twelve (12) feet to eleven (11) feet, outside shoulder widths from ten (10) feet to eight (8) feet, and inside shoulder widths from ten (10) feet to four (4) feet.

D. Reduce Noise and Visual Impacts.

- 1) Accept neighborhood recommendations and preferences for sound wall design, height, and installation that are consistent with state policies and procedures.
- 2) Pursue the use of quiet pavement to reduce noise impacts.
- 3) Provide, to the extent possible, that the SR 520 replacement structure does not adversely impact views of the surrounding natural environment.

E. Protect Open Space, Environment, and the Washington Park Arboretum ("Arboretum").

- 1) Provide that, at minimum, there be no net loss of publicly held (City or State owned) parkland and/or other land used by the public as a result of the SR 520 Project.
- 2) Extend lids over SR 520 at North Capitol Hill and Montlake to the maximum lengths possible and match existing topography, landscape, and vegetation.
- 3) Restore and/or replace all wetlands removed or destroyed as a result of construction.
- 4) In coordination with the Seattle Department of Transportation (SDOT),

1 implement traffic calming and traffic-reduction strategies on Lake
2 Washington Boulevard through the Arboretum.

3 5) Analyze and determine potential environmental benefits to the Arboretum
4 of using time-of-use access to (e.g. closure/partial closure on weekends)
5 or tolling of the Lake Washington Boulevard Ramps and/or Lake
6 Washington Boulevard through the Arboretum.

7
8 6) Consider funding for the Arboretum's Master Plan as a mitigation strategy
9 for the Arboretum.

10 7) Enhance the planned McCurdy Park stormwater treatment pond so that it
11 can be used as a visual amenity and for educational use.

12 8) Create a continuous greenbelt linking the lid at Montlake to the
13 Arboretum.

14 9) Replace, to the extent possible, Arboretum properties acquired for the SR
15 520 Project with land either contiguous to the existing Arboretum or
16 within the immediate vicinity of the Arboretum.

17 10) If the Museum of History and Industry building is removed, replace the
18 office space and other spaces lost by the Department of Parks and
19 Recreation and the Arboretum Foundation.

20 11) Optimize the location of an interchange to reduce environmental and
21 visual impacts while maintaining traffic flow.

22 12) Optimize the location of columns to accommodate recreational and
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commercial water traffic and navigation.

F. Promote Bike and Pedestrian Access.

- 1) Provide adequate bike and pedestrian access to local neighborhoods across Lake Washington along the SR 520 corridor, and to the Burke-Gilman Trail.
- 2) Extend the pedestrian/bike path west along SR 520 to Montlake Boulevard if a bridge over Union Bay will be built to maintain a 110 foot clearance. If the clearance of a Union Bay Bridge is lowered to 70 feet, work with SDOT to determine whether the Union Bay Bridge or the connection to Montlake Boulevard is the better route for a pedestrian/bike connection.
- 3) Coordinate with SDOT to develop a pedestrian/bike path connection from the Madison Park area to SR520, and explore additional alternatives to the 37th Avenue E. and 43rd Avenue E. options, including alternatives that improve bicycle and pedestrian safety and mobility on Lake Washington Boulevard and through the Arboretum.

G. Incorporate Design Excellence and Aesthetic Quality.

- 1) Implement Local Impact Committee design recommendations regarding the proposed North Capitol Hill lid and the area around its location.
- 2) Implement the Project Design Advisory Group's "Corridor Aesthetic Handbook" design guidelines.
- 3) Design the roadway and interchanges to integrate visually and

operationally with surface streets and sidewalks.

4) Incorporate excellence in design by adopting, at a minimum, the following recommendations from the Seattle Design Commission:

- a) Develop edge treatments and opportunities for landscape and art to enhance and visually buffer the roadway;
- b) Encourage simplicity, boldness, and elegance in the overall bridge design and the detailing of bridge structures;
- c) Consider the aesthetic impact of the visual profile from both above and below the SR 520 structure; and
- d) Encourage design innovation by recognizing that the project is a 50- to 100-year investment.

H. Address Concerns of the University of Washington.

Work with the University of Washington on a mitigation plan to address construction impacts and to design the project to enhance the university campus.

I. Protect Access for Freight.

Provide for adequate freight turning radii and minimize grades to maximize freight mobility.

J. Give Priority to Interagency Cooperation and Coordination

- 1) WSDOT, SDOT, Metro Transit, and Sound Transit must work together to

1 design, construct and operate their projects and systems to maximize transit
2 connectivity.

3 2) The City of Seattle strongly recommends that high priority be given to
4 interagency design meetings.
5

6 Section 3. The City recommends that the conversion of HOV/rapid transit lanes to
7 general purpose lanes be prohibited on SR 520. WSDOT should coordinate with the City,
8 SDOT, and with other municipal jurisdictions to develop policies that prevent future conversion.
9

10 Section 4. The City requests that WSDOT continue to work in coordination with SDOT,
11 other City departments, and local communities to identify, minimize and mitigate impacts of the
12 Project on Seattle's neighborhoods and to develop and implement comprehensive transportation
13 planning for the directly impacted neighborhoods. The City is interested in the long-term
14 livability of our neighborhoods. The City requests WSDOT to work with SDOT to implement
15 measures to:
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- 18 1) Reduce cut-through traffic in residential neighborhoods;
 - 19 2) Improve traffic circulation, particularly in proximity to business districts
20 and major institutions;
 - 21 3) Develop a "construction impacts plan" to minimize construction impacts
22 and maintain livability throughout the construction period;
 - 23 4) Maintain landscaping associated with the Project;
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- 5) Fund graffiti removal on soundwalls and cleaning of clear soundwalls if utilized;
- 6) Reduce traffic through the Arboretum;
- 7) Maintain access to the University of Washington Medical Center during construction;
- 8) Minimize removal of existing parking on residential arterials;
- 9) Avoid residential property acquisition.
- 10) Improve transit including exploring the feasibility of reserved transit/HOV lanes on Montlake Boulevard NE, 23rd Avenue, 25th Ave NE and Sand Point Way NE.

Section 5. The City requests that WSDOT work in coordination with Seattle and other north end municipalities, including Bothell, Lake Forest Park, and Kenmore, to analyze the impacts of using tolling for the SR 520 Project on traffic on State Route 522, and to assess whether improvements will be needed to mitigate traffic impacts on State Route 522 in the affected cities.

Section 6. A. As proposed by the Expert Review Panel convened by the Governor pursuant to the request of the state legislature, the City recommends that a financial plan be developed as rapidly as possible for the SR 520 Project that includes: 1) adequate funding to mitigate the impacts to the local neighborhoods, the University of Washington, the Arboretum

1 and the City of Seattle; 2) funding for the costs associated with ensuring design excellence for
2 SR 520 as outlined in Section 2; 3) analysis of the future operation and maintenance costs
3 associated with possible design modifications and mitigation, such as clear sound walls or quiet
4 pavement; and 4) consideration of early implementation of tolls for crossing Lake Washington
5 along the SR 520 corridor and review and exploration of regional and "time of day" tolling and
6 congestion pricing strategies as potential demand management tools for the SR 520 Project.
7

8 B. As also recommended by the Expert Review Panel, there should be no further delay in
9 moving forward expeditiously with the planning and design for the SR 520 Project. Successful
10 completion of the SR 520 Project is critical to regional mobility. Actions that do not require
11 waiting for the completion of the final design should be moved forward in parallel with design
12 and planning. Such actions could include, among others, planning for and implementing
13 mitigation measures to maintain traffic flow during construction and to minimize impacts on
14 neighborhood streets; coordinating with the planning process for Sound Transit's North Link
15 Project; planning and implementing actions to improve transit operations in and accessibility to
16 the SR 520 corridor; and preparations for construction of new pontoons.
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19 Section 7. The City requests that WSDOT continue to work in coordination with SDOT
20 and other applicable City departments to examine and implement the aforementioned
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all aspects of the SR 520 Project.

Adopted by the City Council the ____ day of _____, 2007, and signed by me in open session in authentication of its adoption this ____ day of _____, 2007.

President _____ of the City Council

THE MAYOR CONCURRING:

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

City Clerk

(Seal)

STATE OF WASHINGTON – KING COUNTY

--SS.

210790
CITY OF SEATTLE, CLERKS OFFICE

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

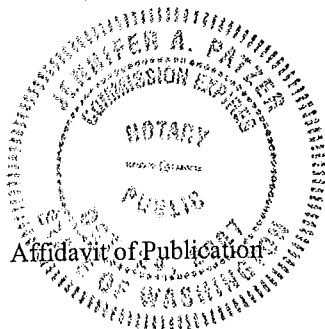
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:30973&74 TITLE ONLY

was published on

05/04/07

The amount of the fee charged for the foregoing publication is the sum of \$ 41.85, which amount has been paid in full.



Affidavit of Publication

Samuel Ozlesky
Subscribed and sworn to before me on
05/04/07 Jennifer A. Patzer
Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

